

## INDUSTRY AND BUSINESS GROUP COMMENTS (IBG)

### IBG1



A Sempra Energy utility™

July 17, 2013

California Dept. of Transportation  
District 12  
3347 Michelson Dr, Ste. 100  
Irvine, CA 92612

Attn: Smita Deshpande

**Subject: Environmental Impact Report for Interstate 405 Improvement Project**

Thank you for providing the opportunity to respond to this E.I.R. Document. We are pleased to inform you that Southern California Gas Company has facilities in the area where the aforementioned project is proposed. Gas service to the project can be provided from an existing gas main located in various locations. The service will be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission when the contractual arrangements are made.

This letter is not a contractual commitment to serve the proposed project but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a Public Utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affect gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

Estimates of gas usage for residential and non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial/Residential Market Services Staff by calling (800) 427-2000 (Commercial/Industrial Customers) (800) 427-2200 (Residential Customers). We have developed several programs, which are available upon request to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy conservation programs, please contact this office for assistance.

Sincerely,

Armando Torres  
Technical Services Supervisor  
Orange Coast Region - Anaheim

AT/ps  
EIR.doc

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August 8, 2013

Smita Deshpande, Branch Chief  
Cal-Trans-District 12  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

**RE: I-405 SDEIR-DEIS COMMENTS**

Dear Ms. Deshpande:

On behalf of Orange County Business Council (OCBC) I write to formally submit comments on the Supplemental Draft Environmental Impact Statement / Environmental Impact Report (I-405 SDEIR-DEIS).

Economic activity and investment is dependent on reliable, adequate infrastructure, not only to move goods and provide services, but also to allow employees to get to and from work efficiently. The path to California's recovery can't be made any clearer - reliable, affordable, and convenient transportation is central to a thriving economy.

OCBC asserts that Orange County's transportation network is superior to other counties in the region as a result of Measures M-1 and 2 coupled with the successful implementation of transportation programs by Orange County Transportation Authority (OCTA). However, it is widely accepted that I-405, in its current state, is failing to achieve the mobility requirements of our region. Even I-405's High Occupancy Vehicle (HOV) lanes are failing to operate at acceptable levels. Federal rules say that traffic in the carpool lanes must be able to achieve 45-mph for 10% or more during peak traffic hours over a consecutive 180-day period. According to a Caltrans District 12 HOV Degradation Study presented to OCTA's Board on April 8, 2013, Orange County's HOV lanes are failing.

In order to maintain a high quality of life for Orange County residents and viability for its business community, OCTA must take action to improve mobility and manage traffic congestion on I-405 immediately. To that end, OCBC strongly supports the proposed preferred alternative that includes one additional General purpose (GP) lane between Euclid Street and I-605 and one tolled Express Lane in each direction between State Route 73 (SR-73) and State Route 22 (SR-22) east of I-405 to be managed jointly as a tolled Express Facility with two lanes in each direction between SR-73 and I-605. The tolled Express Facility would operate so that HOV2s would be tolled and HOV3+ would either be free or receive a discount based on the number of vehicles that maintains a "free flow" commute at all times. The proposed action would improve I-405 in Orange County for approximately 18 miles between 0.2-mile south of Bristol Street and 1.4 miles north of I-605, as well as portions of SR-22, SR-73, and I-605 by reducing congestion and improving lane continuity through the corridor.

IBG2 (Continued)

Smita Deshpande, Branch Chief  
August 8, 2013  
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In addition to improving conditions of I-405, inclusion of a tolled express lane will produce much needed revenue for additional congestion reduction efforts and system improvements for Orange County. California is facing a \$300 billion shortfall in funding for roads, freeways, bridges, and other critical infrastructure. The gas tax comes nowhere near the funding mark for operation and maintenance, let alone infrastructure improvements. While "self-help" sales tax measures like Measure M help greatly, there is still a significant funding shortfall. By adding toll lanes to I-405, OCTA has the opportunity to reduce congestion and generate revenue to help fill the funding gap.

OCBC strongly urges OCTA to capitalize on this opportunity while it can. The Council is doubly motivated by the fact that Caltrans has telegraphed clearly the fact that they own the system and are actively reviewing their own throughput and tolling strategies, especially in light of the recently published degradation study on the HOV lanes. OCTA must retain control over local transportation dollars generated for the benefit of Orange County.

OCBC is pleased to have a strong working relationship with OCTA and Caltrans District 12 to help deliver a unified voice from business, community and government leaders when advocating for solutions to the transportation challenges in Orange County. We look forward to our continued partnership in working to achieve mutual goals to benefit our region. Thank you for your thoughtful consideration.

Sincerely,



Bryan Starr  
Senior Vice President Government Affairs

BS:bb

Cc: Gregory T. Winterbottom, Chairman, OCTA  
Darrell Johnson, CEO, OCTA  
Ryan Chamberlain, District 12 Director, Caltrans

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## **RESPONSE TO INDUSTRY AND BUSINESS GROUP (IBG)**

### **Response to Comment Letter IBG1**

#### **Comment IBG1-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Southern California Gas Company is identified in Table 3.1.5-1 of the Draft EIR/EIS as providing utilities serving the I-405 project corridor. A Utility Plan, a Utility Conflict Matrix, and a Utility Protect in Place Matrix are provided in Appendix K of the Draft EIR/EIS and include identification of Southern California Gas Company facilities.

### **Response to Comment Letter IBG2**

#### **Comment IBG2-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Caltrans acknowledges your support for Alternative 3. For information on the Preferred Alternative and the process used in its identification see Common Response – Preferred Alternative Identification.